





**Hotels.**  
**HOTEL CRAIGIEBURN,**  
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.  
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HONGKONG, 2nd July, 1902. [17]  
MANAGER.

GO TO THE  
**KOWLOON HOTEL,**  
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.  
KOWLOON.

**THE CONNAUGHT HOUSE,**  
QUEEN'S ROAD.  
*The most comfortable family Hotel in Hongkong.*  
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,  
CIVILITY AND ATTENTION.

TERMS MODERATE. Apply to F. A. SILVA, Manager.  
Hongkong, 24th May, 1902. [1339c]

**"BOA VISTA,"**  
(HOTEL SANITARIUM OF SOUTH CHINA)  
MACAO.  
THE most select Hotel in the Far East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.  
The strictest supervision as to food and cleanliness is exercised by a European Manager.  
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**Intimations.**  
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The International Library of Famous Literature, selections from the World's great Writers, Ancient Mediaeval and Modern with Biographical and Explanatory Notes and Critical Essays by many Eminent Writers edited by Dr. Richard Garnett, C.B., with nearly 500 full page Illustrations and coloured plates, in 20 Volumes bound morocco, \$100.  
The French in Tonkin and South China, by Alfred Cunningham, Illustrations, \$3 00.  
Coronation Number Illustrated London News, 4 20.  
Hongkong, 22nd August, 1902. [34d]

**INCANDESCENT GAS LIGHT.**  
The attention of consumers is drawn to the fact that the undersigned, being Sole Agents for  
**DR. AUER VON WELSBACH Co.,**  
VIENNA,  
THE INVENTORS OF INCANDESCENT GAS LIGHT,  
ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.  
BEWARE OF INFERIOR IMITATIONS!  
**KRUSE & Co.,**  
CONNAUGHT HOUSE.  
[954c]

**E. C. WILKS & Co.,**  
MARINE ENGINEERS, SHIP CONTRACTORS  
AND SURVEYORS.  
Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared.  
Office: 9, Queen's Road Central.  
Hongkong, 8th November, 1901. [1214c]

**PETER SYS' WONDERFUL SPECIFIC.**  
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.  
Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesalers  
by  
THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.  
12th October, 1898. [31]

**WING CHEONG.**  
DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,  
AND  
GENERAL EXPORTERS.  
No. 35, Queen's Road Central,  
Next Door Messrs. LIANE, CRAWFORD & Co.  
Hongkong, 20th November, 1901. [1255c]

UNTOUCHED BY HAND.  
**MELLIN'S FOOD**  
For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**Auction.**  
**PUBLIC AUCTION.**  
THE Undersigned have received instructions from the Executors of the Estate of J. KENNEDY (deceased), to Sell by  
**PUBLIC AUCTION,**  
MONDAY, the 1st September, 1902, at 2.30 P.M., at his late Residence, Lower Tramway Terminus, SUNDAY HOUSEHOLD FURNITURE, comprising:—  
DOUBLE IRON BEDSTEADS with MATTRESSES, MARBLE TOP WASHSTANDS, and DRESSING TABLES with GLASS, TEAKWOOD DINNERS WAGGON, & SIDEBORD, TABLES, WARDROBES, &c., &c.  
ALSO:  
A quantity of CARRIAGES, OLD IRON, &c. One RICKSHA and One LADY'S BICYCLE. Terms—As Usual.  
Catalogues will be issued.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 28th August, 1902. [903d]

**Notices of Firms.**  
**NOTICE.**  
OSAKA SHOSEN KAISHA.  
(THE OSAKA MERCANTILE STEAMSHIP COMPANY LIMITED).  
WE have this Day relieved the MITSUI BUSSAN KAISHA of the Hongkong Agency of this Company and have established our own Branch Office at this Port, at No. 2, Des Voeux Road Central.  
The Undersigned has assumed charge of this Office.  
OSAKA SHOSEN KAISHA, T. ARIMA, Manager.  
Hongkong, 23rd August, 1902. [884d]

**THE VICTORIA DISPENSARY.**  
NOTICE is hereby given that Mr. EDWARD LANGLEY has CEASED to be connected with our Business.  
Mr. SOUTHER KENT has been APPOINTED OUR REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS and all Orders committed to his charge will receive immediate attention.  
THE VICTORIA DISPENSARY, J. R. CAPELL, Manager.  
Hongkong, 4th August, 1902. [816d]

**Intimations.**  
**HONGKONG JOCKEY CLUB.**  
PROGRAMME FOR THE 1903 MEETING.  
**FIRST DAY.**  
1.—Wong Nei Cheong Stakes, Five Furlongs, Hongkong Waters.  
2.—Valley Stakes, 2 Mile, China Grass.  
3.—Maiden Stakes, 1 Mile, Water Grass.  
4.—Victoria Stakes, One Mile, China Grass.  
5.—Foolish Cup, 2-mile post once round and in, Open Waters.  
6.—Derby, One and a half Miles, Water Grass.  
7.—Lustitane Cup, One Mile, China Grass.  
8.—Club Cup, One and a half Miles, China Grass.  
9.—Encouragement Stakes, One Mile, Water Grass.  
10.—Chinese Club Cup, Once round, China Grass.  
**SECOND DAY.**  
1.—Flyaway Stakes, Seven Furlongs, Water Grass.  
2.—Exchange Plate, 3 Mile, China Grass.  
3.—Professional Cup, One and a half Miles, Open Waters.  
4.—German Cup, One Mile and a quarter, China Grass.  
5.—Garrison Cup, One Mile, Water Grass.  
6.—Jockey Cup, One Mile, China Grass.  
7.—Great Southern Stakes, 2-mile post once round and in, China Grass.  
8.—Navy Cup, One and a quarter Mile, Hongkong Waters.  
9.—Hongkong Stakes, One Mile and a half, China Grass.  
10.—Tai Yeuk Fong Cup, Once round, China Grass.  
**THIRD DAY.**  
1.—Spring Stakes, 2-mile post once round and in, China Grass.  
2.—Grand Stand Stakes, One Mile and a quarter, Water Grass.  
3.—Challenge Cup, One Mile and three quarters, China Grass.  
4.—Ladies' Purse, One Mile, Hongkong Waters.  
5.—Blake Challenge Cup, One Mile, China Grass.  
6.—The Parsee Cup, One Mile, China Grass.  
7.—Phaeton Stakes, 3 Mile, Water Grass.  
8.—Champions, One Mile and a quarter, China Grass.  
9.—Waler Champions, One Mile and a quarter, Open Waters.  
10.—Nil Desperandum Stakes, 3 Mile, China Grass.

WEIGHT per inches as per Hongkong Jockey Club Standard. Subject to penalties for winners and allowances for Non-Winners and Grass as may be determined by the Stewards hereafter.  
"HONGKONG WALTERS" means all Waters imported into Hongkong in any year as "Subscription" or "Derby" Grass.  
"WATER GRASS" means all Waters imported into Hongkong in 1902 as "Subscription" Grass.  
"CHINA GRASS" means all China Grass imported into Hongkong in 1902 as "Subscription" Grass.  
"CHINA PONIES" means all China Ponies not exceeding 14 hands 2 inches in height.  
By Order of the Stewards,  
A. S. ANTON, Acting Clerk of the Course.  
Hongkong, 23rd August, 1902. [885d]

**HONGKONG JOCKEY CLUB.**  
MEMBERS who are desirous of subscribing for China Ponies for forthcoming Meeting and who have not already sent their Names in, will please communicate with the Undersigned.  
A. S. ANTON, Acting Clerk of the Course.  
Hongkong, 23rd August, 1902. [885d]

**Intimations.**  
**CAMPBELL, MOORE & COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
THE SIXTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the COMPANY'S OFFICE, No. 29, Queen's Road Central, at 4 P.M., on TUESDAY, the 9th September, for the purpose of receiving the Report of the Directors, with a Statement of Accounts for the 31st December, 1901.  
The TRANSFER BOOKS of the Company will be CLOSED from the 26th instant to the 9th September, both Days inclusive.  
By Order of the Board of Directors,  
M. A. A. SOUZA, Secretary.  
Hongkong, 22nd August, 1902. [879d]

**THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.**  
NOTICE TO SHAREHOLDERS.  
AN INTERIM DIVIDEND at the Rate of 4 per cent (Two Dollars per Share), for the Six Months ending 30th June, 1902, will be PAID to those Persons who are Registered as Shareholders in the above Company on the 30th August, 1902.  
The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th instant, both Days inclusive.  
EDWARD OSBORNE, Secretary.  
Hongkong, 21st August, 1902. [877d]

**CHEESE! CHEESE! CHEESE!**  
JUST LANDED by s.s. "PRINCESS IRENE."  
EMMENTHAL, SWISS, LIMBURG, KROUTON, BRIE, ROQUEFORT, NEUFCHÂTEL and CAMEMBERT;  
Also  
Finest GERMAN SAUSAGES of Various Kinds, Best Assorted GERMAN PICKLES, First-class Assorted Fish "ABERDEEN," H. RUTTENJEE, Telephone No. 190, No. 5, D'Agular Street, Nos. 39 and 40, Elgin Road, Kowloon.  
Hongkong, 27th August, 1902. [807d]

**WANTED.**  
YOUNG ENGLISHMAN desires to take Lessons in Shortland.  
Apply to  
C/o The Hongkong Telegraph.  
Hongkong, 14th August, 1902.

**GREEN ISLAND CEMENT COMPANY, LIMITED.**  
**PORTLAND CEMENT.**  
\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.50 per Bag of 250 lbs. " "  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 15th March, 1902. [10]

**HONGKONG SUBSCRIPTION LIBRARY.**  
18, Bank Buildings, Wyndham Street.  
FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, Esq., K.C.  
TRUSTEES:  
HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq.  
SUBSCRIPTIONS.—Payable in Advance.  
\$7.50 ..... Per Half Year.  
or  
\$1.40 ..... Per Month.  
The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.  
Intending Subscribers are requested to apply to  
CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordnance Office.  
Hongkong, 28th December, 1901. [1413c]

**DROZ & Co.,**  
WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.  
SPECIALITIES:  
LEVER WATCH & CHRONOMETERS.  
TRADE MARKS:  
MAXIM, BERNI, &c.  
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.  
No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1901. [1526c]

**NOTICE.**  
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.  
**JEYES FLUID**  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co., Bank Buildings.  
Hongkong, 1st May, 1902. [1502d]

**TAI LOONG.**  
FOR Fancy Muslins and Piques, Flowered Delaine, Ladies' and Children's Shoes, New Chiffon Hats.  
Hongkong, 1st May, 1902. [1502d]

**LEE LOONG.**  
DEALER IN  
Furniture, Blackwood, Plated Glass, Crookery Ware, Brass and Iron Bedsteads and Batten Sofas for whole set.  
Just Arrived.  
No. 23, D'Agular Street, Behind Hongkong Dispensary.  
Hongkong, 1st May, 1902. [496d]

**U.S. MAIL LINES.**  


**PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.**  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.  
PROPOSED SAILINGS FROM HONGKONG.  
"NIPPON MARU" ..... SATURDAY, 30th August, at Noon.  
"PERU" ..... TUESDAY, 9th September, at Noon.  
"COPTIC" ..... TUESDAY, 16th September, at Noon.  
"AMERICA MARU" ..... WEDNESDAY, 24th Sept., at Noon.  
"CITY OF PEKING" ..... WEDNESDAY, 1st October, at Noon.  
"GAELIC" ..... FRIDAY, 10th October, at Noon.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada.  
Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.  
Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.  
Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.  
TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.  
Return Passage. Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America; by the Companies' and connecting Steamers.  
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.  
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.  
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, 22nd August, 1902.

**CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.**  


**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.  
R.M.S. TARTAR ..... Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.  
"EMPRESS OF JAPAN" ..... Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.  
"ATHENIAN" ..... Comdr. H. Mowatt, R.N.R. WEDNESDAY, 8th Oct.  
"EMPRESS OF CHINA" ..... Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.  
"EMPRESS OF INDIA" ..... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent, Pedder's Street.  
Hongkong, 26th August, 1902.

**HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.**  
OSTASIATISCHER FREIGHTDAMPFER DIENST.  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.  
STREAMERS. DESTINATIONS. SAILING DATES. Freight and Passengers.  
KONIGSBERG ..... HAVRE and HAMBURG. 10th Sept. Freight.  
Mayer ..... (Calling at SINGAPORE and PENANG).  
BAMBERG ..... HAVRE and HAMBURG. 24th Sept. Freight.  
Kirchner ..... (Calling at SINGAPORE and COLOMBO).  
FREIBURG ..... HAVRE and HAMBURG. 8th Oct. Freight.  
Prösch ..... (Calling at SINGAPORE and PENANG).  
SILVIA ..... HAVRE and HAMBURG. 22nd Oct. Freight.  
Behrens ..... (Calling at SINGAPORE and COLOMBO).  
SAXONIA ..... HAVRE and HAMBURG. 6th Nov. Freight.  
Jaeger ..... (Calling at SINGAPORE and PENANG).  
For further particulars, apply to  
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.  
Hongkong, 23rd August, 1902.



## CLAN FIGHTS A FACTOR IN TRADE.

The basis of all Chinese society is the family, remarks a Portland (Or.) journal. A man, liking a certain locality, settles there, buys a wife, builds a house and brings up his family. As soon as a son is old enough to marry, he buys a wife and the newly married couple live in a room built on the parent's house. Soon this house becomes too crowded to admit of any more additions, and the houses spring up around it. Thus, in time, a village is formed. The members of one family may not all stay in the same locality, but move some place near by and establish another village. In this way, in the course of generations, a cluster of villages is formed, the members of which are all descendants of one man, and bear the same family name. To these may be allied other villages, the descendants of another man, but who are brought to associate with the others for protection, for commercial reasons or who simply enter into an alliance, offensive and defensive, marrying and intermarrying. In this way is formed the clan.

These clans are controlled by elders or headmen, who, either by selection or by pre-eminence, have attained the control of affairs. These men

WIELD ENORMOUS POWER, for they control the public moneys of the clan, hire lawyers, conduct lawsuits, decide as to peace and war with their neighbors, and in petty cases punish offenders without bringing the case before the magistrate, their judicial superior. In many cases, the public moneys of the clan are of considerable amount, coming as they do from the rental of the tribal lands for cultivation. In case a man's lineal descendants die out, his property reverts to the clan, and in the course of hundreds of years this property becomes of considerable extent. As an example of the amount of money controlled by these elders, the Ur clan in Jao Peng recently fought for six months, and the only assessment was 13 cents each man, the rest of the expense being paid from the tribal fund. The money raised from the clan property is expended principally for the purchase of arms and ammunition and for hiring soldiers in case of war. These soldiers are men of but little property, who adopt fighting as a profession, hiring themselves out to any clan for a small stipend and their food, after having made an agreement that in case they are killed their families shall receive a sum of money—about \$100—and that they shall be sent home for burial. These clan fights are

THE CURSE OF THE NATION. They start from the most trivial causes, of which the following are a few of many: Two men met in a village, and, after they had saluted each other, one took exception to the other being a native of a certain village. From this started a fight, involving hundreds of men. In Jao Peng, the Ur-Chang fight was brought about by two men of the Chang clan, who had been out to catch frogs, passed naked, at night, through the village of one of the branches of the Ur clan. This brought on a fight where one clan numbered about 20,000 and the other clan about 16,000. Another fight in which the amount of damage done was over \$10,000 started in a row over 2 cash (0.0025 cent) in a gambling house.

Many years ago these fights became of such alarming proportions that Admiral Fang was sent to one very troublesome region, with soldiers to end them. Being a man of great ability, he made forced marches by night, appeared when the people least expected him, BURNED VILLAGES AND TORTURED MEN to death without number. In a short time he had put a stop to the fighting. As long as he lived and for several years after his death, the people kept the peace, such was the terror of his name. Of late, however, these fights have been increasing to such an extent and have so interfered with business, that the foreign merchants and the members of the shipping firms in Swatow have sent a memorial to the viceroy of the province in Swatow that he request the viceroy to put an end to the fighting. In many cases the local magistrates are helpless or hampered with other duties. For example, with fights raging in all parts of the prefecture, the military examinations, at which the presence of the district magistrate is compulsory, are now being held and have been for three months.

THE USUAL METHODS OF STOPPING THESE FIGHTS is for the magistrate to send out two or three constables to inquire into the matter and report on the state of affairs. Then, if the fighting be serious, a few tens of soldiers are sent there, who in no way interfere with the fighters, but quarrel themselves in the village until tired of their presence, the fighters stop. A board of arbitration is then appointed by the magistrate, which estimate the number of men killed on each side and the amount of property destroyed. Both sides then pay a certain amount in proportion to the damage done. Sometimes the magistrate comes in person, but even his presence does not have the desired effect. In 1891, at Chai Yang, in the Kak-Ka country, a district magistrate, proceeding to settle one of these fights, was set upon by the fighters, his escort scattered and his chair destroyed, he himself barely escaping with his life. The total sent 500 soldiers, who scattered the fighters, many of them going abroad. Eight of the headmen of the village were put to death, five by crucifixion and three by torture.

In connection with these clan fights comes up the question of SMUGGLING OF ARMS. The majority of the weapons used by the fighters are the two-men muzzle-loaders, one man acting as a rest and the other firing the piece, the damage in lives lost being comparatively small. Recently, however, many arms have been smuggled from Hongkong. The

ASK for ASAHI JAPANESE BEER—G. G. G.

majority are taken up the river in small junks, whose size enables them to move easily to escape detection, and are then sold to the elders of the villages and clans for from \$4 to \$20 apiece. The elders in turn sell them to the clan for from \$4 to \$6 advance. The introduction of these weapons has increased the death rate in the clan fights to an alarming extent, the death rate in one fight having been increased to an average of eight a day and in another to ten and twelve a day.

These clan fights are a serious detriment to the commercial relations, nor can there be said to be any social condition which will improve them.

## BISHOP HOARE ON MISSION WORK.

At a meeting of the Ladies' Church Missionary Union recently held at Northrepps, the principal speaker was Bishop Hoare of Hongkong. In the course of his remarks, he said he felt that as a nation and as an empire, God had been speaking to us very much recently, and the most recent manifestation, the illness of their Sovereign, was by no chance or accident, but was for a purpose, that of calling upon us to pause, to wait a moment, and ask ourselves why this empire was given to us. And, if that was so in national concerns, might they not, as members of the Church of England, ask themselves how far they were really fulfilling the duty and the purpose of God in the world at large? Never before had the Church so open a door, so many opportunities, as at the present moment. Take China, for instance. There people were passing into the missions and seeking to be allowed to join churches scattered throughout the country. So far as he understood the movement, it was not expressly towards Christianity or the movements of people in anxiety about their souls, but he thought it was a desire for western science, knowledge, and mechanics. And whatever the motives, be they political, commercial, or simply personal interest, the fact existed that all over China they heard the same story, that the people were asking to be allowed to join the missions, necessarily, therefore, coming under Christian influence never known before. For the past three years

THE CHURCH IN HONGKONG had been self-supporting, and now was not only responsible for the whole of the pastoral work, but contributed money towards carrying on evangelistic work among the heathen. When speaking of the number of converts he had been asked what kind of Christians they made. Well, from his twenty-five years' experience of China he could say they compared very favorably with those in England. Since the massacres of 1890 there had been a great increase in the number of native converts, and there was abundant evidence of the steadfastness of the Christian life among the people. In conclusion, Bishop Hoare made an earnest appeal for more helpers, especially male, to aid in the work of the training college at Hongkong.

## THE "ORLANDO'S" MODEL CANTINE.

A SUCCESSFUL UNDERTAKING.

The Orlando seems to have run a model cantine on her recent commission. On the authority of a member of the ship's company the result shows the very large sums which the British seaman is prepared to spend on himself, and also the many advantages which a well-run cantine can confer on a ship. Had there not been a successful cantine all the many instances of useful expenditure would either have had to be covered by separate subscriptions or they would have been omitted altogether. The interest taken in the cantine by the vice-president and the manager resulted in the goods being sold to the men at cheaper prices than they could be obtained at from the Chinaman in his bumbost alongside, with the result that the ship's company always used the cantine instead of going outside. The expenditure of nearly £16,000 in three years and a quarter for a ship's company of 460 is at the rate of about 10 guineas per head per annum, and this notwithstanding that prices were continually being cut down so as to prevent anything but the barest profit being made.

## DEATH OF LADY BOWRING.

Deborah, Lady Bowring, has just died at her residence at Exeter at the advanced age of 83 years, says the *L. & C. Express*. She was the widow of Sir John Bowring, formerly member of Parliament for Kilmarnock and Bolton, and Governor of Hongkong in the fifties. Sir John was a great traveller, and one of the finest linguists of the last century. Lady Bowring was before her marriage a Miss Castle, of Bristol, and married Sir John, who died in 1873, as his second wife in 1860. It was the first Lady Bowring (a Miss Lewin, of Hackney) that a few old China residents will remember. She was unfortunately one of the victims of the 1857

POISONING IN HONGKONG by Ah Lum's assistant (Ah Lum was the baker for the European colony in those days). She did not directly die from the poisoning, but her health never really recovered, and it was the after-effects of the arsenic that caused her death. This was when Sir John Bowring was Plenipotentiary, Commander-in-Chief, and Vice-Admiral in Hongkong, and it was the time of the attack on *Arrow* war, and in this had the approval of Palmerston. Mr. Cobden, however, made it the grounds for proposing a vote of censure, which was carried by a majority of 16. But when Pam went to the country, the country rejected his opponents, and sent him back. He had educated the country to be quite of his way of thinking on the "Civis Romanus sum" question. All the same, H.B.M.'s Plenipotentiary came home, not long afterwards. Sir John, amongst other things, made the first British-Siamese Treaty.

ASK for ASAHI JAPANESE BEER—G. G. G.

## Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents, Hongkong, 25th August, 1902. [3]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL. THE Company's Steamship,

"INDRANI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 2nd September, at 2 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which on claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

JARDINE, MATHESON & Co., Agents, Hongkong, 26th August, 1902. [394d]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Bayard*, and Bordeaux, ex s.s. *Ville de Lorient* and *P. Leroy Laitier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 26th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 2nd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd September, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 26th August, 1902. [1004c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU," having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 2nd September will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 5th September, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Hongkong, 27th August, 1902. [500d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at consignees' risk and expense.

Cargo remaining on board after the 30th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 28th August, 1902. [501d]

To be Let.

TO LET.

HOUSES IN CLINTON GARDENS, CONDUIT ROAD.

GODOWNS AT BLUE BUILDINGS, HOUSES AT CAUSEWAY BAY, facing the Polo Ground.

No. 11, MACDONNELL ROAD.

THE RETREAT—MT. KELLET.

GODOWNS AT BOWRINGTON, (PRAYA EAST).

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 18th August, 1902. [509d]

## Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

S. J. GODWIN, Acting Manager.

Hongkong, 29th January, 1902. [26]

## NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES, with Rates in 1/16ths from 1/10 to 1/16 down to 1/164, is now on Sale at THE "HONGKONG TELEGRAPH" OFFICE. These Tables, which run in columns of 100, from 1/100 down to 1/164, and from 1/164 down to 1/100, are arranged so as to enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879, 17, 11 into Dollars at Exchange 1/10 1/16 =

\$879. 0. 0 = \$9,561.926

17. 11 = 9.745

\$9,571.671

whereas with the other exchange books the process would be as follows:—

\$800. 0. 0 = \$8,702.550

70. 0. 0 = 761.473

9. 0. 0 = 97.904

17. 0. 0 = 9.247

11. 0. 0 = 0.497

\$9,571.671

or to reconvert the dollars into sterling at the same rate of exchange:—

\$9,000.000 = £827. 6. 10. 8

\$71.000 = 52. 9. 11

.671 = 1. 2. 13

£879. 17. 11. 00

but by other books it would be:—

\$9,000.000 = £827. 6. 10. 8

\$100.000 = 45. 19. 3. 4

70.000 = 6. 8. 8. 6

1.000 = 1. 10. 1

.600 = 1. 1. 3

.70 = 1. 1. 9

1 = 1

£879. 17. 11. 00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, \$10 per copy.

Hongkong, 30th April, 1902. [172d]

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. J. SAKATA), DENTIST, No. 4, QUEEN'S ROAD CENTRAL, Hongkong, 3rd January, 1901. [126]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 22nd September, 1898. [14]

## Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	{ SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 30th August, at Noon.
IYO MARU.....	{ VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 6th Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 11th August, 1902. [5]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this to BOMBAY, TO-MORROW, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 29th August, 1902. [14]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents, Hongkong, 25th August, 1902. [874d]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA:—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

[12]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;







## TELEGRAMS.

(Reuters.)

## The Situation at the Cape.

LONDON, August 27th.

The English newspapers, Liberal and Conservative alike, are much divided on the question of the situation at the Cape. Some accuse the progressives of fomenting racial animosities by their anxiety to pass the Treason Bill, others similarly charge the Afrikaner Bond in connection with the proposed colonial commission for the investigation of the working of martial law, and others blame both impartially. The first alarm however is subsiding.

LATER.

## The King's Movements.

His Majesty the King landed to-day at Brodick, Isle of Arran, West Coast of Scotland. It is stated that he is now thoroughly restored to health.

## Mount Pelee Again in Eruption.

Mount Pelee, Martinique Island, is again in violent eruption.

## Italy and Germany.

H. M. the King of Italy has arrived at Potsdam where he was cordially received by the Emperor William.

## The Monroe Doctrine.

President Roosevelt, speaking at Augusta (Maine), vigorously re-affirmed the Monroe doctrine, and declared the preparedness of the United States to enforce it. America, he said, would no longer be a colonizing ground for any European power.

## American Lawn Tennis.

Larned (holder) beat R. F. Doherty (challenger) in the competition for the Lawn Tennis Championship of America, at Newport to-day.

(Shanghai Mercury.)

## Russia in Manchuria.

ENVOYS PREVENTING EVACUATION.

LONDON, August 23rd.

The Odessa correspondent of the London Standard says that Russia's fulfilment or repudiation of the agreement to evacuate Manchuria is dependent on the settlement of the question of the retention or retrocession of the right bank of the Amur, occupied at the beginning of the troubles of 1900. If this is included in the territory to be retroceded, it is considered that Russia's position will prove perilous, so that it is believed in official circles in St. Petersburg that Russia will formally annex the whole right bank of that river right back to the Chingan Mountains.

(Kobe Herald.)

## The Great Coronation Review.

BRILLIANT SCENE AT SPIHEAD.

LONDON, August 16th.

The vessels in the great naval review consisted of twenty battleships, twenty-four cruisers, fifteen gunboats, thirty-two destroyers and ten training ships; forming six lines, each four miles long. The whole fleet belonged to British home squadrons and there were no less than six British admirals flying their flags. Four foreign warships were present—two Japanese, one Italian, and one Portuguese.

The *Asama Kun* was pronounced to be the finest type of armoured cruiser present, and the *Asashio* was conspicuous at the extremity of the destroyer line close to Southsea. The review was a magnificent spectacle and brilliant success. Spithead roadstead was overflowing and the famous influx of visitors exceeded a quarter of a million. Bright sunshine and a fresh breeze added considerably to the enjoyment of the day. The crowds of excursion steamers were compelled to use smokeless coal. Every available craft was employed. The Cape liner *Saxon* brought a Boer general who went aboard the Elder Dempster steamer *Nigeria* where he met Earl Roberts, Viscount Kitchener and Mr. Chamberlain. The party subsequently proceeded to London. The royal procession consisted of six yachts which slowly traversed all six lines of vessels, each ship cheering as the royal party went by. Later in the day King Edward's yacht anchored close to the *Asama Kun* and signalled for the flag officers and commanders to come aboard, Admiral Jukes attending with the others. At night, from nine to twelve, over a hundred ships were completely illuminated, the rails and masts being outlined with incandescent lamps. Electric search lights, of all colours, played upon coloured screens and escaping steam with strikingly beautiful effects. The royal salute was fired at half-past eleven.

## Coronation Naval Manœuvres.

LONDON, August 18th.

At the supplementary naval review held at Portsmouth to-day seventy-six warships manoeuvred off the eastern headland of the Isle of Wight in torrents of rain and a gale from the south-west. The gridiron movement was successfully executed and spread over an area of twelve nautical miles. The fleet saluted subsequently in token of farewell and dispersed to their respective stations. King Edward returned to Cowes and acknowledged the cheers from the warships as his yacht passed by.

## Entertainment by Mayor of Portsmouth.

The Mayor of Portsmouth entertained two thousand British, Japanese and Italian officers and seamen, and a sacred concert took place in the afternoon.

## Departure of the Japanese Warships.

The Japanese warships *Asama Kun* and *Takago Kan* sailed yesterday, homeward.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

bound. King Edward in signalling farewell expressed his thanks at their having come to England and wished them a pleasant voyage.

## The Emperor of China.

REPORTED INTENTION TO LEAVE PEKING.

There is a rumour at St. Petersburg that Kwang-su (the Emperor of China) is removing to Paoingfu in October as he is uneasy in Peking owing to the proximity of the barracks.

## Review of Coronation Contingents.

LONDON, August 13th.

The Indian and Colonial Contingents (sent to attend the Coronation) were reviewed by King Edward to-day. The King addressed the troops with animation and distributed medals.

(Der Ostasiatische Lloyd.)

## Anglo-German Amities.

BERLIN, August 23rd.

The crew of the German marine training ship *Stein* was entertained at Dover. The German Naval Attache, Captain Coerper, toasted in a very hearty manner England and her Navy, promising that when Field Marshal Lord Roberts and the Secretary of War, Mr. Brodrick, go to the German manœuvres this fall, they would be there royally welcomed.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:

On the 29th at 11.55a. A typhoon has probably formed in the low pressure trough to the E. of the Balingiang Channel. Barometer falling in Luzon and S. China. Wind probably freshening from NE. in the Formosa Channel. Another depression has passed from the mainland into the N. part of the Sea of Japan. Forecast:—moderate N. winds. Formosa observation not yet received.

Telegraphic communication between Observatory and Hongkong is interrupted.

## N. Y. K. OFFICERS.

JAPANESE MATE ON A EUROPE LINE.

The *Osaka Asahi* has the following:

"Hitherto the officers of the steamers on the European line of the Nippon Yusen Kaisha, with the exception of third engineers, have been Europeans, no Japanese of a rank higher than third engineer being employed on these steamers. This has aroused discontent among the Japanese officers, but, on account of the opposition to change in certain quarters, with out any effect upon the custom. It is stated that the Japanese officers are in no way inferior to European officers in the matter of ability, but European officers are preferred because of the necessary social intercourse with passengers.

"The Company has now decided to abandon this rule, and as a first step has appointed Mr. Yamawaki Takeo, who was recently chief officer of the *Kugoshima-maru*, to be second officer of the *Dingma-u*, which left Kobe on the 30th ult. The European officers of the steamers on the European line will be gradually replaced by Japanese."

## THE WRECKED "DEEFDAL."

The Calcutta port commissioners have given formal notice that unless the *Deedale* is raised or removed within a week they will destroy the same. There are signs the vessel is breaking up. The funnels have sunk out of sight and her foremast disappeared yesterday. New buoys mark the channel and five heavy draughted vessels were safely piloted down past the wreck yesterday.

## HOW TO WEATHER A CYCLONE.

TEXT BOOK DISREGARDED.

Exclusive details of the experiences of the Indian Marine steamer *Elphinstone* in the cyclone in May, in which the *Camorta* and *Hermad* foundered, were published on the 5th August in the *Bombay Gazette*, having been delayed owing to the service regulations. The story is thrilling and recalls the exploits by which the cruiser *Calliope* was saved in a hurricane off Apia, Samoa, in 1889. The exploit of the *Elphinstone's* commander is, however, greater because his vessel was only 950 tons. The *Elphinstone*, commanded by Lieut. Commander Rowell, was on a voyage from Rangoon to Port Blair when she ran into the storm. Knowing his vessel would have no chance if he put about in obedience to the laws of storms, the Commander determined to run southward for sea room. *Camorta* and *Hermad* apparently followed the lines laid down in the laws for storms, running northwards, and foundered in shallow water with the loss of every soul on board. But for the gallantry of the commander and officers the *Elphinstone* would have met with the same fate. The ship was badly damaged and an official inquiry was held regarding the damage. The board found the Commander acted with great discretion and highly commended his conduct to the notice of Government.

## NO SHORTAGE OF COAL ON THE CHINA STATION.

In the House of Commons on the 31st ult., Mr. Cardile asked the Secretary to the Admiralty whether he had any official report to show that, owing to the coal premium in China, the cruiser *Terrible* had only put in 18 days' sea time during 18 months on the station, and the squadron was unable last year, to carry out its usual sea exercises; and, if so, would he say what steps, if any, had been taken to remedy such a state of affairs.

Mr. Arnold-Forster: No report to the effect suggested has been received. The squadron did not carry out the annual cruises in company last year for various reasons, but lack of coal was not one of them. There is no shortage of coal on the station.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

## GROUNDS OF THE "TERRIBLE"

[The death is announced of First-Class Petty Officer Grounds, of H.M.S. *Terrible*, the best shot with a heavy gun in the British Navy. Grounds' wages were 3s. per day, and for the unparalleled achievement of making 8 shots in one minute, in 1901, with the 6 in. gun, and 7 hits out of 8 rounds in one minute, under most unfavourable weather conditions in 1902, he received in all the magnificent remuneration of 1s. 9d. and 6s. 3d. in the two years, "his proper share of prize money."]

The statement at the council, and the gunner at the breach: The hand upon the parchment, and the eye along the sight: O the cry on the waters—Have ye weighed the worth of each? Have ye shown a mandate stronger than ability to do it? He was the best with a heavy gun in the whole of the British fleet.

And the run of his day?—Three shillings a day, with biscuits and salted meat. He was the man who could pitch his shell in a mark that was never still. Eight times true while a mine to the sea and Parliament whittled the bill. He was a man who could weather a gun in the race of a swirling tide.

Who could chime his shots with the changing knots of a ship with a dripping tide. Who could get to his mark from a ship so far that never a moment stood.

Content to hear, for a Hickey to the sea, a mine mortared "Good."

He was his eye will steady now that the morn'g and the whistling rain, To lose the scream from the gunner's lip and splinter the mark in his hand.

He again will be with the shells to the sea, that my hand assign. And there in a single year, he was in the sea and there in a single year.

He again. He has fired the shells to the sea, that the State all would. He has turned from the roar of the six inch.

And he is a hell in England to the sea, that the State all would. He has turned from the roar of the six inch.

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and saw sights beyond anything I have ever heard of. A man going to see the place by himself would have a poor chance of ever seeing his ship again, as evil-looking characters lurk in every dark corner ready to murder anyone for a dollar. Life is very cheap at Port Said, and the whole place is a mass of corruption—morally especially, and right glad were we to get back to the old *Himalaya* safe and sound again."

## COUNTY CRUISER "SUFFOLK"

READY NEXT FEBRUARY.

It is expected that the *Suffolk*, which has been under construction for about fifteen months, will be ready for launching in February next. By that time she will have been about one year and eleven months on the stocks—she was laid down on March 25th, 1901. It has been contended that this is not an excessive time for an armoured cruiser. But the amount of work that has been put into the *Suffolk* when she takes the water. It is notorious, however, that, owing to doubts to canvas over which the officials of Portsmouth Yard have no control, the ship has been practically neglected for some time past. In one respect the Admiralty have taken a wise step. Their request to the Lord Lieutenant of the county of Suffolk to nominate a lady who is to be requested to name the ship when she is launched is a concession to sentiment and to the idea of the territorial association of warships which might well have been made before, and which, once granted, will be a concession to sentiment.

## THE QUESTION OF CONCESSIONS

A decision has been given in Washington.

A decision has been given in Washington addressed to the Eastern Extension Telegraph Company's claim to a monopoly of landing upon the Philippines, under the concession from Spain. To right to extend the American lines to China and Japan is a concession, but the right to enter the Philippines from Guam is declared analogous to the right already already to connect various islands of the Archipelago by some 600 miles of existing land and ocean lines. The principle of the decision by Departments of War and Justice are the same as are embodied in previous decisions. The rejection of the Eastern Extension Company's, and of the Manila Railway Company's, claims for a continuance of Spain's subsidy is made because the United States assumed none of Spain's contractual or colonial obligations, which were extinguished as against the United States by the payment of \$20,000,000 to Spain. It is pointed out that the British Government has adopted the same principle in annulling Transvaal concessions.

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## Post Office.

**A Mail will close:**  
 For Canton—Per *Hankow*, to-morrow, the 30th instant, at 7.30 A.M.  
 For Wei-hai-wei, Chefoo and Tientsin—Per *Nanchang*, to-morrow, the 30th inst., at 9 A.M.  
 For Shanghai—Per *Bengal*, to-morrow, the 30th instant, at 10 A.M.  
 For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga Maru*, to-morrow, the 30th instant, at 10 A.M.  
 For Manila—Per *Rosetta Maru*, to-morrow, the 30th instant, at 10 A.M.  
 For Singapore and Penang—Per *Marie Jensen*, to-morrow, the 30th instant, at 10 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, to-morrow, the 30th inst., at 10.45 A.M.  
 For Europe, etc., India, via Tutuicorin—Per *Chusan*, to-morrow, the 30th inst., at 11 A.M.  
 For Macao—Per *Huanghai*, to-morrow, the 30th instant, at 11.15 P.M.  
 For Singapore—Per *China*, to-morrow, the 30th instant, at 2 P.M.  
 For Kunchuck and Samshui—Per *Tung-kang*, to-morrow, the 30th instant, at 4 P.M.  
 For Durban, East London, Port Elizabeth and Cape Town—Per *Crown of Arragon*, to-morrow, the 30th instant, at 4 P.M.  
 For Swatow, Amoy and Tamsui—Per *Daijin Maru*, on Sunday, the 31st instant, at 9 A.M.  
 For Canton—Per *Powson*, on Sunday, the 31st instant, at 9 A.M.  
 For Moji—Per *Ness*, on Sunday, the 31st instant, at 9 A.M.  
 For Canton—Per *Honam*, on Monday, the 1st Sept., at 7.30 A.M.  
 For Macao—Per *Huanghai*, on Monday, the 1st Sept., at 1.15 P.M.  
 For Swatow, Chefoo and Tientsin—Per *Chusan*, on Tuesday, the 2nd September, at 11 A.M.  
 For Manila—Per *Longang*, on Tuesday, the 2nd Sept., at 3.30 P.M.  
 For Nagasaki and Wladivostok—Per *Savola*, on Wednesday, the 3rd September, at 4 P.M.  
 For Kobe and Yokohama—Per *Chingtu*, on Thursday, the 4th Sept., at 10 A.M.  
 For Europe, etc., India, via Tutuicorin—Per *König Albert*, on Thursday, the 4th Sept., at 11 A.M.  
 For Singapore—Per *Banca*, on Friday, the 5th Sept., at 11 A.M.  
 For Europe, etc., India, via Tutuicorin—Per *Tonkin*, on Monday, the 8th Sept., at 11 A.M.  
 For Tientsin—Per *Kwaiyang*, on Monday, the 8th Sept., at 4 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 10th Sept., at 11 A.M.  
 For Singapore, Penang and Bombay—Per *Diango*, on Thursday, the 11th September, at 11 A.M.  
 For Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, on Saturday, the 13th Sept., at 10 A.M.  
 For Europe, etc., India, via Tutuicorin—Per *Parmatta*, on Saturday, the 13th Sept., at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, on Wednesday, the 24th September, at 11 A.M.

## VESSELS IN PORT.

**Steamers.**  
 ANNA, Austrian steamer, 1,317, Shuperich, 27th Aug.—Moji 20th Aug. Coal—Mitsui Bussan Kaisha.  
 ARNOLD LUYKEN, German steamer, 1,074, G. Payers, 14th Aug.—Saigon 10th Aug. Rice—Chinese.  
 ARRATON APCAR, British steamer, 2,930, A. Stewart, 28th Aug.—Calcutta via Penang and Singapore 22nd August, General—David Sassoon & Co., Ltd.  
 BENLARIO, British steamer, 1,452, R. Krobb, 20th Aug.—Moji 13th Aug. Coals—Gibb, Livingston & Co.  
 BREMER, British steamer, 2,316, Wm. Watt, 12th July—Shanghai 8th July, General—Doddwell & Co., Ltd.  
 BUEN VIAJE, American steamer, 273, M. Roco, 8th July—Manila 4th July, Ballast—J. M. D. S.  
 CHANGSHA, British steamer, 1,463, T. Moore, 16th August—Australia 19th July, General—Butterfield & Swire.  
 CHINA, German steamer, 1,130, E. Krübe, 28th Aug.—Sourabaya 19th Aug. Sugar—Tuck Chung.  
 CROWN OF ARRAGON, British steamer, 1,474, G. Dorward, 18th Aug.—Fochow 10th Aug. Tea—Gilmán & Co.  
 DAIJIN MARU, Japanese steamer, 896, T. Ogata, 27th Aug.—Tamsui 24th August, General—Mitsui Bussan Kaisha.  
 DERAMORE, Norwegian steamer, 1,496, Borge, 26th Aug.—Moji 18th August, Coals—Bradley & Co.  
 ELSE, German steamer, 903, A. Riecke, 27th Aug.—Saigon 22nd Aug. Kice—Jensen & Co.  
 HAITAN, British steamer, 1,183, J. S. Roach, 27th Aug.—Fochow 24th Aug. Amoy 25th, and Swatow 26th, Tea and General—Douglas, Lapraik & Co.  
 HALOTIS, Dutch steamer, 1,080, Van Nijn, 27th Aug.—Palembang 16th Aug. Petroleum—Arnhold, Karberg & Co.  
 INDRA SAMHA, British steamer, 3,366, R. Craven, 26th Aug.—Portland, Or. via Kobe and Moji 28th July, General—Allan Cameron.  
 KAIZONG, British steamer, 1,021, G. H. Penni-father, 26th Aug.—Cebu 22nd August, General—Butterfield & Swire.  
 KASUGA MARU, Japanese steamer, 2,368, H. Fraser, 27th Aug.—Yokohama 15th Aug. General—Nippon Yusen Kaisha.  
 LISA, Swedish steamer, 998, H. Hornad, 20th Aug.—Moji 13th Aug. Coals—Order.  
 LOONGSANG, British steamer, 1,093, G. S. Weigall, 25th Aug.—Manila 22nd Aug. General—Jardine, Matheson & Co.  
 MERCEDES, British steamer, 2,500, Carter, 22nd Aug.—Wellington 27th July, Coal—Government.  
 NANCHANG, British steamer, 1,063, Edward Finlayson, 27th Aug.—Canton 26th Aug. General—Butterfield & Swire.  
 NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 21st Aug.—San Francisco 24th July, Honolulu 31st Aug. Yokohama 11th Aug. Kobe 14th, Nagasaki 16th, and Wosung 19th, Mails and General—P. M. S. S. Co.  
 PETRARCH, German steamer, 1,251, F. Vaeten, 26th Aug.—Saigon 20th Aug. Rice and General—Sander, Wieler & Co.  
 PROTUS, Norwegian steamer, 920, Muller, 27th Aug.—Chefoo 19th Aug. General—E. A. Trading Co.  
 RAINBOW, American transport, 5,400, Stauntner, 25th Aug.—Manila 21st August.  
 RAJABURI, German steamer, 1,903, G. Wendig, 26th Aug.—Bangkok and Swatow 25th Aug. Rice—Butterfield & Swire.  
 ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 26th Aug.—Manila 24th August, General—Mitsui Bussan Kaisha.  
 RUBI, British steamer, 1,611, R. W. Almond, 19th Aug.—Manila 16th August, General—Sander, Wieler & Co.  
 SABINE RICKERS, British steamer, 600, J. R. Nasbet, R.N.R., 16th July—Canton 15th July, General—Arnhold, Karberg & Co.

## SHIPS PASSED THE CANAL.

Outward—1st August—*Trieste*, 5th August—*Bornida*, 8th August—*Glenshiel*, *Oceanic*, *Jason*, 12th August—*Flintshire*, *Hudson*, *Prinz Regent*, *Luftbold*, *Stavia*, 15th August—*Inaba Maru*, *Nestor*, *Sambha*, 19th August—*Segovia*, 22nd August—*Kaisow*, *Machao*, *Choyang*, *Opach*, *Secotra*, *Kennebec*, 26th August—*Prussen*.  
 Homeward—5th August—*Stenor*, 8th August—*Bombay*, 15th August—*Shimoda*, 19th August—*Sachsen*, 22nd August—*An-mani*, 26th August—*Ma deca*, *Kawachi Maru*, *Sarphen*.  
 Arrivals at Home—1st August—*Sydney*, *Hamburg*, *Savila*, *Java*, 5th August—*Kangasua Maru*, 8th August—*Mayum*, *Deaulion*, 12th August—*Benlont*, *Stenor*, *Erna*, *Heimich*, *Chudoff*, 15th August—*Shawan*, *Tones*, *Erna*, *Simons*, *Sado Maru*, *Strassburg*, 22nd August—*Tembai*, *Polyphenus*, 26th August—*Morimishiki*, *Glida*, 28th August—*Shanghai*.

## EXCHANGE.

Hongkong, 29th August.  
 ON LONDON, Telegraphic Transfer, 1/8 13/16  
 " Bank Bills, on demand, 1/8 1/2  
 " Credits, 4 months' sight, 1/8 1/2  
 " D'ments, 4 months' sight, 1/8 1/2  
 ON BERLIN, (demand) M. 1/8  
 ON PARIS, Bank Bills, on demand, 2.18 1/2  
 " Credits, 4 months' sight, 2.22 1/2  
 ON NEW YORK, Bank Bills, on demand, 42 1/2  
 " Credits, 30 days' sight, 42 1/2  
 ON BOMBAY, Telegraphic Transfer, 130 1/2  
 " On demand, 130 1/2  
 ON SHANGHAI, Telegraphic Transfer, 74  
 " Private 30 days' sight, nom.  
 ON YOKOHAMA, T.T., 18 1/2 prem.  
 Sovereigns, Bank's Buying Rate, \$11.50  
 Gold Leaf 100 touch, per tael, \$59.55  
 Bar Silver, 2 1/16  
 Dollars

## VISITORS AT THE HONGKONG HOTEL.

Andrews, D. W. Inglis, J. W.  
 Bailey, W. S. Ingram, C.  
 Barlow, B. J. Jaffe, D.  
 Barlow, F. C. Johnson, M. E.  
 Bell, J. T. Joseph, M.  
 Bennett, J. E. S.  
 Black, J. Katsch, E. A.  
 Boggan, M. Lack, G. M.  
 Bovey, Mr. Lawrence, J.  
 Bowder, J. Lee, J. E.  
 Briggs, J. J. McGowan, R. I.  
 Butt, J. E. Milton, Mr. J. J.  
 Clark, Dr. J. Murphy, Mr. J.  
 Cobb, F. H. E. O.  
 Cole, G. C. Nakashima, K.  
 Collich, E. North, J. N. C.  
 Colman, J. S. Osborn, Mrs.  
 Cornish, Col. G. Pearce, Dr.  
 Craig, Dr. J. Pitcher, A. J.  
 Cronin, J. Rankin, J.  
 Dalziel, E. Reeve, Miss.  
 Derbyshire, H. Richards, J.  
 Derrick, Mr. ar. Schander, J.  
 Downing, T. C. Schow, J.  
 Edwards, F. Siva, C.  
 Edwards, J. Scott, C.  
 Ellis, H. M. Smiley, K. A.  
 Esrom, F. Snewin, W. E.  
 Evans, M. C. Stanford, W.  
 Farrel, T. C. Stephens, M.  
 Fisher, H. J. M. J. D.  
 Fukushima, J. Simmonds, J.  
 Gay, Miss. Swaff, J.  
 Gay, V. Terkelsen, J.  
 Glover, C. Thomson, Mr.  
 Goldsmith, H. I. Thomas, L. I.  
 Grant, J. W. Tyack, W. H.  
 Grevedon, Mr. Walker, W. R.  
 Hauner, Carl. H. Warren, Mr. ar.  
 Hayter, A. Watkins, C. A.  
 Higgins, F. R. Webb, C. J.  
 Hills, F. W. Whitton, Mrs. M.  
 Hollingsworth, A. William, A. J.  
 Howard, Thos. Wilson, J. A.  
 Huke, Mr. and Mrs. N. Woolmer, C. F.  
 Hunter, Dr. W. P. F.

## THE CONNAUGHT HOTEL.

Boanas, W. Langford, Mr. R. M.  
 Bruchwig, F. Lindley, F. A.  
 Bruton, Mr. Mittance, E. de Pama  
 Edmondson, I. A. Monsey, Mrs. K. W.  
 Dufour, Mrs. Moore, J. H.  
 Hoskin, Mr. Morse, F. J.  
 Humphreys, Mr. W. O'Leary, C. M.  
 King, R. D.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Abbey, Douglas Heron, G. O.  
 Bantillon, L. Irvine, R. N., Lieut. &  
 Barrett, John Mrs. Paul  
 Berkely, Sir Henry Jeffries, H. N.  
 Bottenheim, Mr. and Mrs. J. J.  
 Mrs. A. H. and Johnson, R. A., C.M.G., children  
 Bottenheim, Miss R. Johnson, Mrs. R. F.  
 Brabazon, Ralph A. King, Major H. S. R.E.  
 Brayne, H. F. R. K. C. C.  
 Chapman, Mrs. Lee, Charles  
 Clarke, W. G. Martin, R.  
 Cockell, Edgar McDermott, A. P.  
 Conrie, A. F. Miller, Mr. and Mrs.  
 Cottam, J. P. Mitchell, Robert  
 Cousland, A. S. D. Mitchell, Mrs.  
 Crouch, J. W. Mitchell, Miss  
 Dann, Mr. and Mrs. G. Norris, Surgeon and  
 H. Mrs. H. F.  
 Denny, D.A.A.G., Major Osborne, R.A., Major  
 and Mrs. Otto, W.  
 Drayson, Mr. and Mrs. Ramsey, R.N., Hon.  
 Dundford, Mrs. and child R. Murray  
 Fernier, A.P.D., Lieut. Sawyer, Mrs.  
 Col. and Mrs. Sinclair, A.  
 Finke, A. Spiclavher, W. C. C.  
 Forbes, Andrew Stokes, A. G.  
 Grimble, Geo. Sturges, H.  
 Grant, C. C. Lindsay Thomson, J. S.  
 Hamilton, Major Vaughan, Mr. and Mrs.  
 Hardee, Theodore H. S. and children  
 Heron, Lieut. Col. Mrs. Wilson, Mrs. W. and child

## CRAIGIEBURN.

Beeton, Mrs. Surplice, Mr. and Mrs.  
 Denison, Mrs. A. F. R. C.  
 George, Mr. and Mrs. C. Whitty, R.A.M.C., Major  
 Heemskirk, J. J. B. M. J.  
 Helms, W. Whitty, Mrs. M. J.  
 Hug, Mrs. E. Wright, Mr. and Mrs. L.  
 Sister, Govt. Civil Hospital

## VISITORS AT THE QUEEN'S HOTEL.

Anderson, Capt. and Morgan, Lieut.  
 Mrs. Palmer, Lieut. 5th  
 Carleton, Capt. Radcliff, Major  
 Good, Lieut. Ricketts, Lieut.  
 Hurly, Capt. Ross, S. B. C.  
 Ironmonger, Lt.-Col. Simpson, Lieut.  
 John, E. R. Stevens, Capt.  
 Kappeler, Mrs. Senny Ward, Mr. and Mrs.  
 Keith, Mr. and Mrs. and children  
 and 2 children Wheeler, Mr. and Mrs.  
 Kent, Mrs. C. Er  
 Marshall, Mrs. Whitehead, Capt.  
 Mitchell, J. H. Wilson, Jas. W.

## VISITORS AT THE KOWLOON HOTEL.

Crockett, Mrs. Nobbs, N. P.  
 Crockett, Miss. Obrien, Capt. B.  
 Frankel, Mr. C. Wilson Robert, Paymaster &  
 Hebdon, S. Mrs. J. D., U.S.N.  
 Nasbet, Capt. J. R. Robnett, Master  
 R.N.R. Thomas, Mrs. D.  
 Necker, Capt. H. Uecker, Mrs. D.

## CHINA COAST METEOROLOGICAL REGISTER.

August 26th, 1902, p.m.									
STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER		
Wladivostok	2 p.m.	30.08	—	—	—	—	—	—	—
Nemuro	"	30.08	—	—	—	—	—	—	—
Hakodate	"	30.13	—	—	—	—	—	—	—
Tokio	"	30.10	—	—	—	—	—	—	—
Kobe	"	29.95	—	—	—	—	—	—	—
Nagasaki	"	29.95	—	—	—	—	—	—	—
Kagoshima	"	29.95	—	—	—	—	—	—	—
Oshima	"	29.89	—	—	—	—	—	—	—
Naha	"	29.85	—	—	—	—	—	—	—
Ishigakijima	"	29.85	—	—	—	—	—	—	—
Taihouku	1 p.m.	29.78	—	—	—	—	—	—	—
Taichu	"	29.80	—	—	—	—	—	—	—
Tainan	"	29.80	—	—	—	—	—	—	—
Koshun	"	29.82	—	—	—	—	—	—	—
Pescadores	"	29.82	80	—	—	—	—	—	—
Amoy	2.30 p.m.	29.77	89	—	—	—	—	—	—
Swatow	3 p.m.	29.82	86	84	—	—	—	—	—
Canton	"	29.80	84	79	—	—	—	—	—
Hongkong	4 p.m.	29.80	—	—	—	—	—	—	—
Victoria Peak	"	—	—	—	—	—	—	—	—
Gap Rock	"	29.77	—	—	—	—	—	—	—
Macao	"	29.79	87	—	—	—	—	—	—
Haiphong	4 p.m.	29.79	87	—	—	—	—	—	—
Manila	4 p.m.	29.76	83	85	—	—	—	—	—
Malate	"	—	—	—	—	—	—	—	—
Bacolod	"	—	—	—	—	—	—	—	—
Hiloilo	"	29.78	85	—	—	—	—	—	—
Cebu	"	29.75	88	—	—	—	—	—	—
C. St. James	4 p.m.	—	—	—	—	—	—	—	—

## August 27th, 1902, a.m.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER		
Wladivostok	7 a.m.	30.12	—	—	—	—	—	—	—
Nemuro	"	30.12	—	—	—	—	—	—	—
Hakodate	"	30.17	—	—	—	—	—	—	—
Tokio	"	30.18	—	—	—	—	—	—	—
Kobe	"	30.03	—	—	—	—	—	—	—
Nagasaki	"	29.99	—	—	—	—	—	—	—
Kagoshima	"	29.99	—	—	—	—	—	—	—
Oshima	"	29.92	—	—	—	—	—	—	—
Naha	"	29.89	—	—	—	—	—	—	—
Ishigakijima	"	29.85	—	—	—	—	—	—	—
Taihouku	"	29.81	—	—	—	—	—	—	—
Taichu	"	29.79	—	—	—	—	—	—	—
Tainan	"	29.76	—	—	—	—	—	—	—
Koshun	"	29.83	—	—	—	—	—	—	—
Pescadores	"	29.81	—	—	—	—	—	—	—
Amoy	6.10 a.m.	29.83	85	78	—	—	—	—	—
Swatow	6 a.m.	29.85	86	—	—	—	—	—	—
Canton	"	29.88	84	83	—	—	—	—	—
Hongkong	"	29.86	86	70	—	—	—	—	—
Victoria Peak	"	—	—	—	—	—	—	—	—
Gap Rock	"	29.84	—	—	—	—	—	—	—
Macao	"	29.86	90	—	—	—	—	—	—
Haiphong	10 a.m.	29.86	90	—	—	—	—	—	—
Manila	11 a.m.	29.82	—	—	—	—	—	—	—
Malate	"	—	—	—	—	—	—	—	—
Bacolod	"	—	—	—	—	—	—	—	—
Hiloilo	"	29.91	83	—	—	—	—	—	—
Cebu	"	29.86	87	—	—	—	—	—	—
C. St. James	10 a.m.	—	—	—	—	—	—	—	—

## PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Maidzuru Maru	Sept. 3
Bremen, &c.	Sachsen	Nov. 13
"	Kiatschou	Dec. 10
"	Bayer	Dec. 24
"	König Albert	Sept. 4
"	Princess Irene	Sept. 18
"	P. R. Luipold	Oct. 1
"	Preussen	Oct. 15
"	Hamburg	Oct. 26
"	Gera	Nov. 26
Chefoo, &c.	Nanchang	Aug. 30
Fume, &c.	Nippon	Sept. 17
Fochow, &c.	Anping Maru	Sept. 10
Hare & Hamburg	Silvia	Oct. 22
"	Königsberg	Sept. 10
"	Bamberg	Sept. 24
"	Freiburg	Oct. 8
"	Saxonia	Nov. 6
Iloilo & Cebu	Kaifong	Sept. 2
Kobe & Yokohama.	Chingtu	Sept. 4
"	Inaba Maru	Sept. 12
Liverpool	Pyrrhus	Sept. 20
London	Antenor	Sept. 3
"	Dardanus	Sept. 16
"	Diomed	Sept. 30
"	Jason	Oct. 14
"	Chusan	Aug. 30
Manila	Rosetta Maru	Aug. 30
"	Loongsang	Sept. 2
Marseilles, &c.	Banca	Sept. 5
"	Tonkin	Sept. 8
"	Sanuki Maru	Sept. 6
Moji, &c.	Hiroshima Maru	Sept. 9
Nagasaki, &c.	Savoia	Sept. 3
New York	Glenroy	Sept. 13
"	Heathburn	Sept. 6
"	Afridi	Sept. 20
"	Hillgren	Sept. 27
"	Richmond Castle	Oct. 11
"	Afton	Sept. 20
"	Indrani	Sept. 15
Port Darwin, &c.	Changsha	Sept. 13
"	Faiyuan	Oct. 24
"	Tsinan	Nov. 15
Portland, (Or.)	Indrasamba	Sept. 11
San Francisco, &c.	Nippon Maru	Aug. 30
"	America Maru	Sept. 24
"	City of Peking	Oct. 1
"	Coptic	Sept. 16
"	Gaelic	Oct. 10
"	Peru	Sept. 9
Shanghai	Bengal	Aug. 30
"	Taiwan	Sept. 3
Singapore, &c.	Mazagon	Sept. 1
"	Karachi Maru	Sept. 1
"	Aratonga Apar	Sept. 1
Swatow, &c.	Daijin Maru	Aug. 30
"	Dangi Maru	Sept. 1
"	Haitan	Aug. 30
Sydney, &c.	Kasuga Maru	Aug. 30
"	Guthrie	Sept. 1
Tientsin	Kweiyang	Sept. 1
Vancouver &c.	Empress of Japan	Sept. 1
"	Empress of China	Oct. 1
"	Empress of India	Nov. 1
"	Athenian	Oct. 1
"	Tartar	Sept. 1
Victoria, B.C.	Glenogle	Sept. 1
"	Olympia	Sept. 1
"	Victoria	Sept. 1
"	Hyō Maru	Sept. 1
"	Hyades	Sept. 1
"	Lyra	Oct. 1
"	Shawmut	Oct. 1
"	Tremont	Dec. 1
Yokohama, &c.	Glenshiel	Sept. 1

YESTERDAY.		
WEATHER REPORT.		
	On date at 10 A.M.	On date at 4 P.M.
Barometrical	29.78	29.71
Temperature	85	85
Humidity	75	80
Rainfall	.634	



**Fancy Drapery Dept.**

Hosiery, Gloves.  
Ribbons, Laces.  
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Drills, Hollands.  
Flannels, Flannelettes.  
Feathers, Flowers.  
Chiffons, Nets.  
Umbrellas, Rain Coats.  
Fancy Work, Wools.  
Boots and Shoes, &c., &c.

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Shirts, Collars.  
Hosiery, Gloves.  
Hats, Ties.  
Umbrellas, Rain Coats.  
Boots and Shoes.

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Household Linens.  
Down Quilts.  
Blankets.  
Bedding.  
Bedsteads.  
Ranges and Cooking Stoves.  
China and Glass.  
Bags and Trunks.  
Fancy Leather Goods.  
Toys and Games.  
Mats and Rugs.  
Overmantles, Mirrors, &c.

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A NEW STOCK OF CHIFFON AND NET RUFFLES IN THE LATEST SHAPES.

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GAMES IN GREAT VARIETY.

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Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

July 16th.

R. G. HECKFORD  
MANAGER